



Date: May 3, 2011

To: Thomas J. Bonfield, City Manager

Through: Theodore L. Voorhees, Deputy City Manager

From: Edward R. Venable, Manager of Engineering and Stormwater

Subject: Street Acceptance

Executive Summary

Pursuant to City ordinance, streets shall be considered for acceptance for maintenance by the City of Durham when the streets are improved in accordance with requirements established by the City Council. The following streets have been improved to City of Durham standards:

Trinity Ridge

- 1) Water Stone Court – from the centerline of Ridge Road east through the cul-de-sac (277'), and
- 2) Pathwood Lane – from the centerline of Ridge Road southeast through the cul-de-sac (838'), and
- 3) Rolling Hill Road – from the centerline of Pathwood Lane south to the existing construction @ STA 15+50 (550').)

Brightleaf At The Park

- 1) Prospect Parkway – from the eastern right-of-way of Northern Durham Parkway east to the end of construction @ STA 93+71.68 (1,762'), and
- 2) Woodsdale Drive – from the centerline of Prospect Parkway northwest through the cul-de-sac (495'), and
- 3) Woodsdale Drive – from the centerline of Prospect Parkway southeast around and then northeast through the cul-de-sac (1,210'), and
- 4) Morrow Lane – from the centerline of Woodsdale Drive to the centerline of Flat River Drive (205'), and
- 5) Hackney Lane – from the centerline of Woodsdale Drive to the centerline of Prospect Parkway (540'), and
- 6) Mebane Lane – from the centerline of Hackney Lane to the centerline of Woodsdale Drive (526'), and

- 7) Pegram Court – from the centerline of Prospect Parkway southeast through the cul-de-sac (315'), and
- 8) Aylea Court – from the centerline of Prospect Parkway northwest through the cul-de-sac (294').)

Southampton

- 1) Fenwick Parkway – from the west curb line of Herndon Road west to the end of construction @ STA 17+86.76 (782'), and
- 2) Valleymede Drive – from the centerline of Fenwick Parkway south to the end of construction @ STA 19+82.12 (982'), and
- 3) Rockywalk Court – from the centerline of Fenwick Parkway south then east to the centerline of Valleymede Drive (1,082').)

Additional Streets

- 1) Silver Star Drive – from the centerline of Belgreen Road south to the existing construction at Lochside Subdivision (420), and
- 2) Mt. Moriah Road – from the north right-of-way line of Old Chapel Hill Road north to the right-of way line of Durham-Chapel Hill Boulevard (2,920'.) (NOTE: This corrects the previously accepted length of 2,400'.)

Recommendation

The Public Works Department recommends that the City Council accept the above named streets for maintenance by the City of Durham.

Background:

These streets are in various areas that have been developed and annexed into the City. Per the various extension agreements executed with the developers, street right of ways have been dedicated as public with the understanding that once the streets were built to City of Durham standards and as defined by the agreements, they would be accepted for maintenance by the City.

Issues and Analysis:

Past practice has dictated that the City of Durham accept streets that are part of new developments with dedicated public right of ways as defined by the extension agreements.

Alternatives:

The alternative to accepting these streets from the various developers would be to decline their requests and ask that they continue to maintain these streets under a private maintenance program.

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Financial Impacts:

Accepting these streets would result in the City spending some additional annual maintenance funds. This expense would be somewhat mitigated by adding additional mileage to the annual Powell Bill listing resulting in additional State Powell Bill funds for the City.

SBDE Summary:

N/A

ERV/mln

cc: Nathan McHenry, Engineering
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